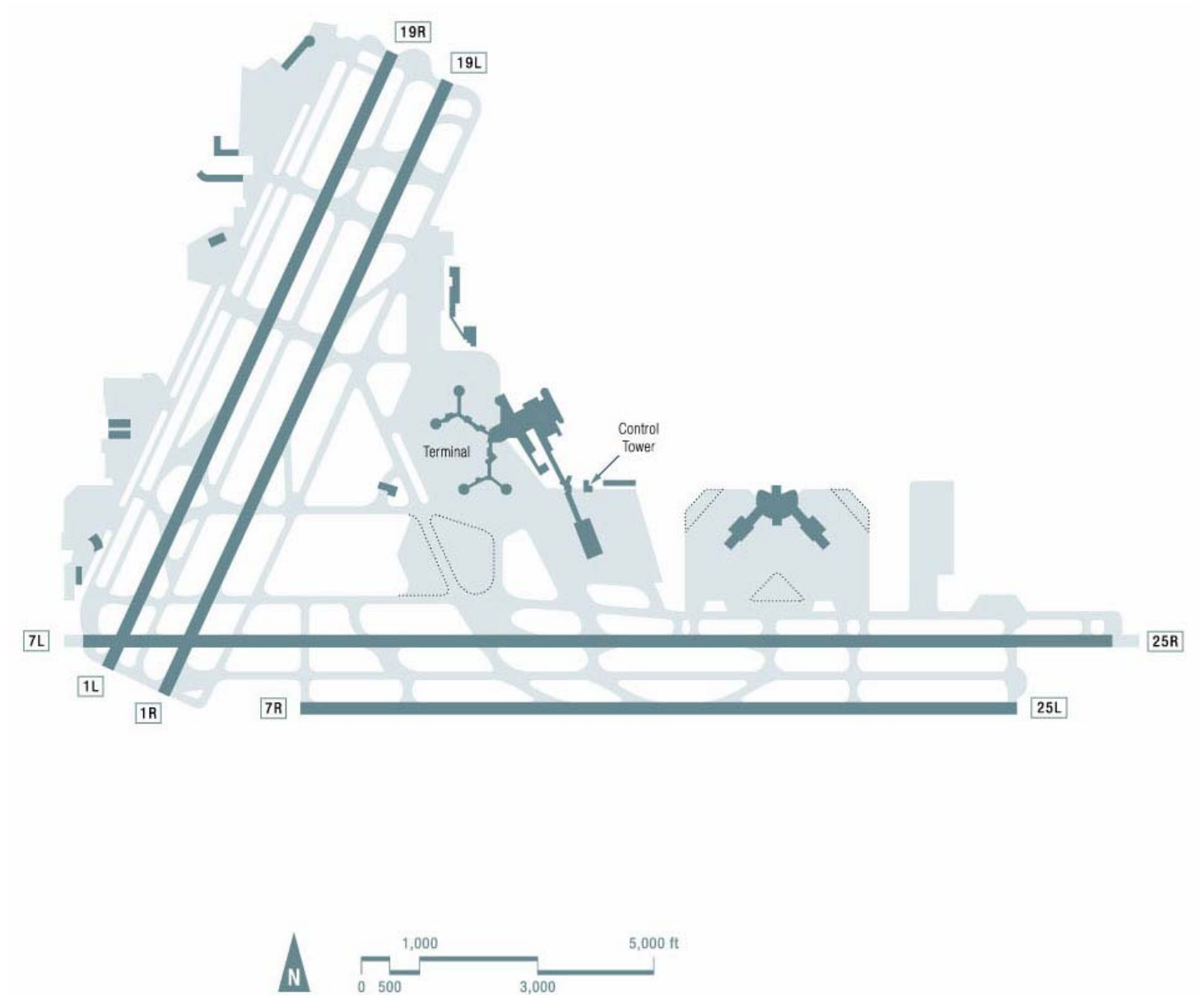


LAS VEGAS – Las Vegas McCarran International (LAS)



LAS VEGAS – Las Vegas McCarran International Airport (LAS)

Benchmark Results

- The capacity benchmark for Las Vegas McCarran International Airport today is 102-113 flights per hour (arrivals and departures) in Optimum weather, when visual approaches can be conducted.
- Due to the loss of an arrival runway below visual approach minima, the benchmark falls to 77-82 flights per hour in Marginal conditions, and 70 flights per hour in IFR conditions, for the most commonly used runway configuration in these conditions. However these conditions are rare at LAS. Throughput may be even less when conditions force the use of other configurations.
- Note that these benchmarks do not represent balanced operations. Rather, there are more arrivals than departures in the Optimum scenario, and more departures than arrivals in the Marginal and IFR scenarios. If the facility reported rates are significantly unbalanced (i.e., unequal numbers of arrivals and departures), the benchmark rates will be unbalanced as well. The facility reported rates reflect current operations at the airport during a busy hour, but such unbalanced rates cannot be sustained for extended periods.
- Planned technological improvements at LAS would increase the benchmark capacity in Marginal conditions. The benefit in Marginal conditions assumes all arrivals can use CEFV to achieve visual separations. In addition it assumes RNP would give positive guidance on missed approaches to allow lower minima for dual converging arrival streams.
- In the following charts, please note that some of the hourly traffic points fall outside the calculated capacity curves at LAS, especially in Marginal and IFR conditions. There are many possible reasons why this may occur without affecting operational safety. For example, actual weather conditions during the hour may have been better than the hourly readings in the database, allowing more efficient ATC procedures than were modeled.

These values were calculated for the Capacity Benchmarking task and should not be used for other purposes, particularly if more detailed analyses have been performed for the airport or for the individual programs.

The list of Planned Improvements and their expected effects on capacity does not imply FAA commitment to or approval of any item on the list.

LAS VEGAS – Las Vegas McCarran International Airport (LAS)

Weather	Scenario	Configuration	Procedures	Benchmark Rate (per hour)
Optimum Rate Ceiling and visibility above minima for visual approaches (5000 ft ceiling and 5 mi visibility) <i>Occurrence: 98%</i>	Today	Arrivals on 19R, 25L Departures on 19L, 25R <i>Frequency of Use: insufficient data; facility reported configuration</i>	Visual approaches, visual separation	102-113
	New Runway	N/A		N/A
	Planned improvements (2013)	Same	Visual approaches, visual separation, intersecting runway procedures	102
Marginal Rate Below visual approach minima but better than instrument conditions <i>Occurrence: 2%</i>	Today	Arrivals on 25L Departures on 19L, 25R <i>Frequency of Use: insufficient data; facility reported configuration</i>	Instrument approaches, visual separation	77-82
	New Runway	N/A		N/A
	Planned improvements (2013)	Arrivals on 19R, 25L Departures on 19L, 25R	Visual approaches, visual separation	99
IFR Rate Instrument conditions (ceiling < 1000 ft or visibility < 3.0 miles) <i>Occurrence: 0%</i>	Today	Arrivals on 25L Departures on 19L, 25R <i>Frequency of Use: insufficient data; facility reported configuration</i>	Instrument approaches, radar separation	70
	New Runway	N/A		N/A
	Planned improvements (2013)	Same		70

NOTE: Data on frequency of occurrence of weather and runway configuration usage is based on FAA ASPM data for January 2000 to July 2002 (excluding 11-14 September 2001), 7 AM to 10 PM local time.

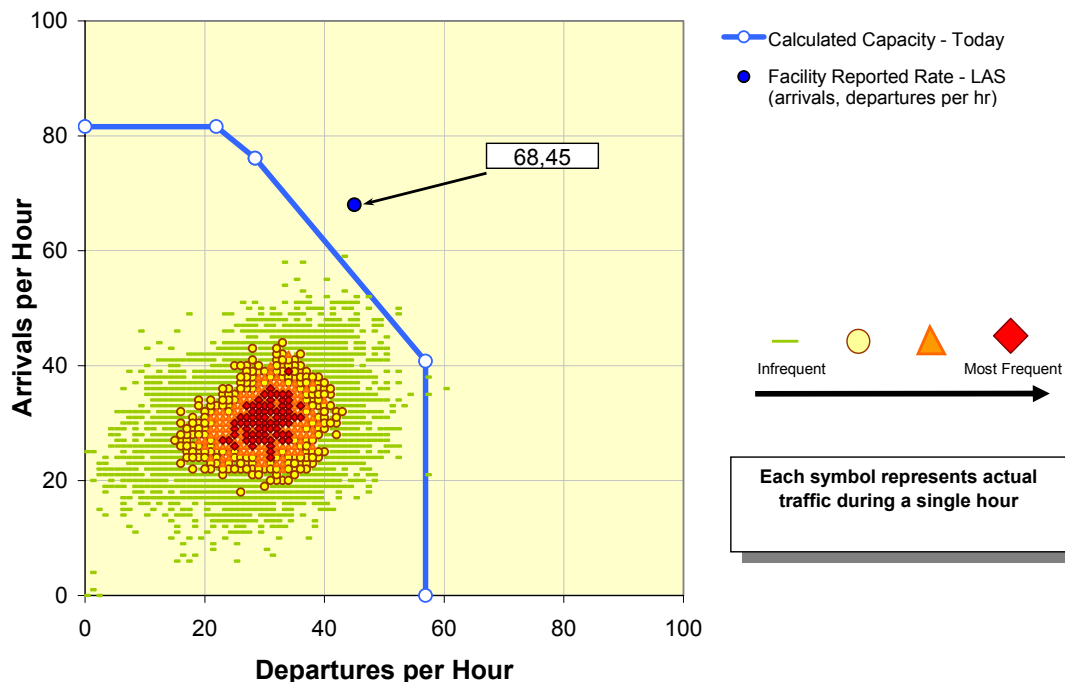
Planned Improvements at LAS include:

- CEFR, for reduced in-trail separations between arrivals in Marginal conditions.
- Intersecting runway procedures in Optimum conditions.
- RNP for positive guidance on missed approach.

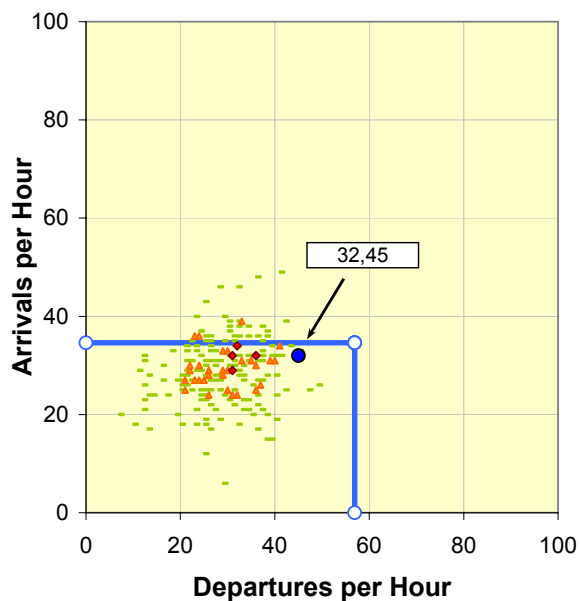
Additional information on these improvements may be found in the Introduction and Overview of this report, under “Assumptions.”

Calculated Capacity (Today) and Actual Throughput

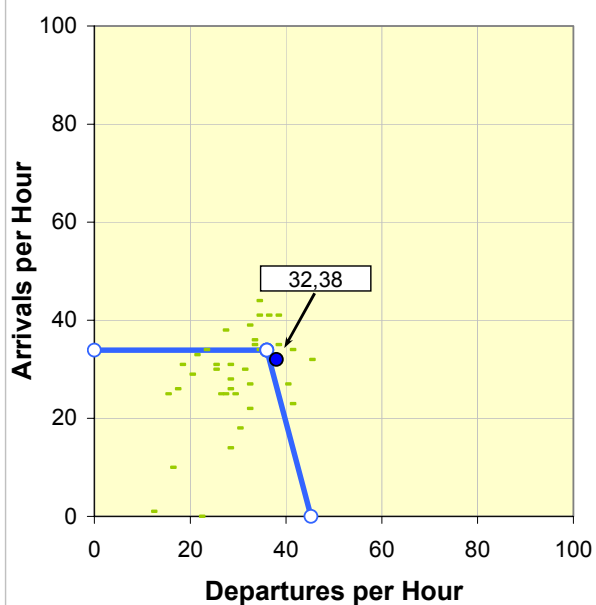
Optimum Rate



Marginal Rate



IFR Rate



Hourly traffic data was obtained from the FAA ASPM database for January 2000 to July 2002 (excluding 11-14 September 2001), 7 AM to 10 PM local time. Facility reported rates were provided by ATC personnel at LAS.